

# **CITY OF TEMPE TRANSIT PROGRAM**

## **FINANCIAL UPDATE & DEVELOPMENT OF BUS & RAIL SERVICE REDUCTIONS**

Spring 2010



# GROUND RULES

- Please hold questions until end
- Be respectful
- Mute technology
- One speaker at a time
- Survey-comment forms:
  - Submit to staff
  - Complete online at [www.tempe.gov/tim](http://www.tempe.gov/tim)
  - Speak with court reporter in lobby

# SUMMARY

- Transit fund budget deficit - \$18 million
- Three (3) year budget balancing effort
- \$3.5 million in bus-rail service reductions in development for FY 2010-11
- Focus on lower use routes and time periods
- Public & stakeholder involvement (Feb-Apr)
- City Council approval – May 20
- Approved bus-rail changes effective Jul-Oct 2010

# BUDGET BALANCING EFFORT

## Transportation Commission: Ad Hoc Committee:

- Develop financial balancing plan consisting of overall financial strategy and recommended steps to reduce costs/increase revenue subject to City Council approval.
- ✓ Evaluate ALL program elements, costs, and revenue options
- ✓ Utilize fund balance to limit service reductions
- ✓ Evaluated Aggressive, Even, & Conservative 3 year phasing plans
- ✓ Recommending EVEN 3 year phasing plan (\$4-5 million per year)
- ✓ Accepted budget reduction target of \$3.5 million for transit services
- ✓ Reviewed ROUND 1 public comment
- ✓ Approved smaller set of service reductions for ROUND 2 public input

# BUDGET BALANCING EFFORT

## TEMPE'S NEXT STEPS:

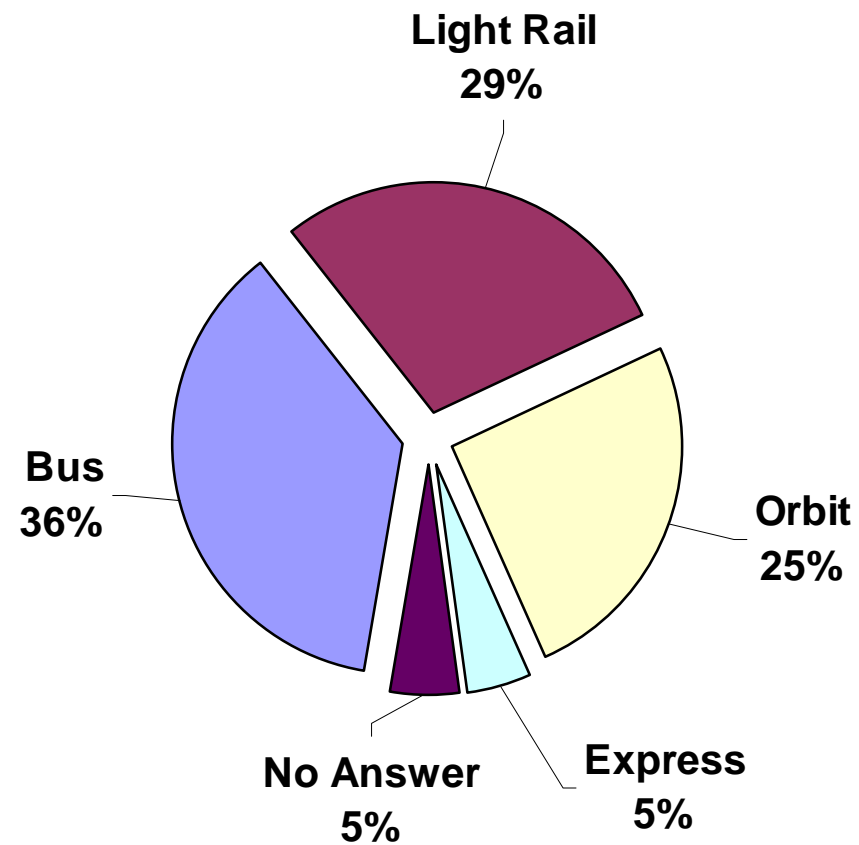
- ☐ Review ROUND 2 public input
- ☐ Recommend July 2010 TEMPE LOCAL service reductions to City Council

## REGIONAL TRANSIT SERVICES

- ☐ Valley Metro will coordinate region-wide public hearings and approval process for REGIONAL service reductions (Apr-Jul 2010)
- ☐ Regional service reductions likely effective in Oct 2010

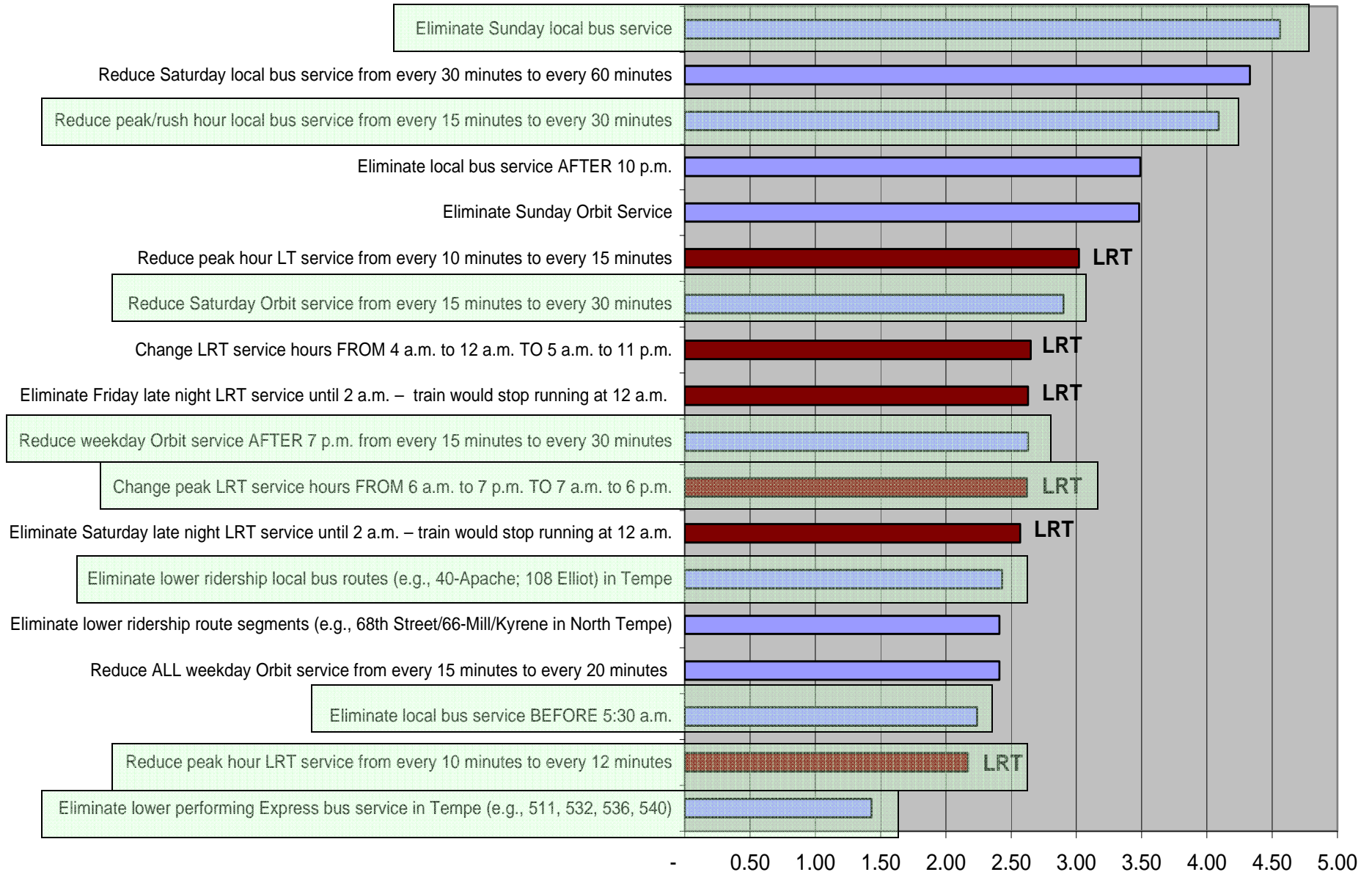
## ROUND 1 RESPONDENTS' PRIMARY MODE OF TRANSIT

**Respondents' Primary Mode of Transit**  
***394 Surveys Completed***



## Attachment 1: Public Response to Service Reduction Options

A higher rank is associated with greater opposition to the service reduction option



# SERVICE REDUCTION OPTIONS

FY 2010-11 BUDGET REDUCTION TARGET (TRANSIT SERVICES)

\$ 3,500,000

Rank	Mode	Description	Cost Savings	Percent
1	N/A	Internal Cost Savings	\$ 595,714	15%
2	FLASH	Flash Reduction (or full funding by ASU)	\$ 218,786	6%
3	LRT	Change peak service hours FROM 6 a.m. to 7 p.m. TO 7 a.m. to 6 p.m.	\$ 70,560	2%
4	LRT	Reduce peak hour service from every 10 minutes to every 12 minutes	\$ 112,280	3%
5	Local	Eliminate Route 40-Apache between downtown Tempe and Sky Harbor	\$ 868,819	22%
6	Local	Reduce Sunday service to 60 minutes, except Route 72	\$ 381,626	10%
7	Local	Reduce Route 108-Elliot to 60 minutes (weekdays)	\$ 218,764	6%
8	Local	Reduce 62-Hardy/Guadalupe peak service to 20 minutes	\$ 158,341	4%
9	Local	Reduce 81-McClintock peak service to 20 minutes	\$ 90,898	2%
10	Local	Reduce Route 48-48th/52nd peak service to 20 minutes	\$ 96,214	2%
11	Local	Eliminate pre-5:30 a.m. service	\$ 384,261	10%
12	Express	Restructure 511 (southern terminus at Apache/Price LRT station)	\$ 51,018	1%
13	Express	Eliminate 532 in Tempe	\$ 46,909	1%
14	Express	Eliminate 536 in Tempe	\$ 43,183	1%
15	Express	Eliminate 540 in Tempe	\$ 75,642	2%
16	Orbit	Reduce Orbit weeknight freq to 30 minutes	\$ 347,420	9%
17	Orbit	Reduce Orbit Sat frequency to 20 minutes	\$ 118,455	3%
<b>Sub-total</b>			<b>\$ 3,878,890</b>	

*Grey shaded options indicate regional coordination necessary.*



# SERVICE REDUCTION IMPACTS

- Longer wait times, less convenience, fewer options;
- Over-crowded local & Orbit buses and trains;
- Reduced access to employment, education, and shopping;
- Reduced access to medical & social/economic support services;
- Reduced mobility for persons with disabilities who use transit;
- Fewer people using transit means more auto traffic with potential impacts to traffic congestion, air quality, and economic productivity.

# APPROVAL PROCESS

- Citizen Advisory Transportation Commission – April 27
- Council Transportation Committee – May 4
- Tempe City Council – May 20
- TEMPE Service Changes Effective – Jul 26



- Valley Metro public hearings on regional service reductions – Apr-July
- REGIONAL service reductions likely effective in Oct

# CITY CONTACTS

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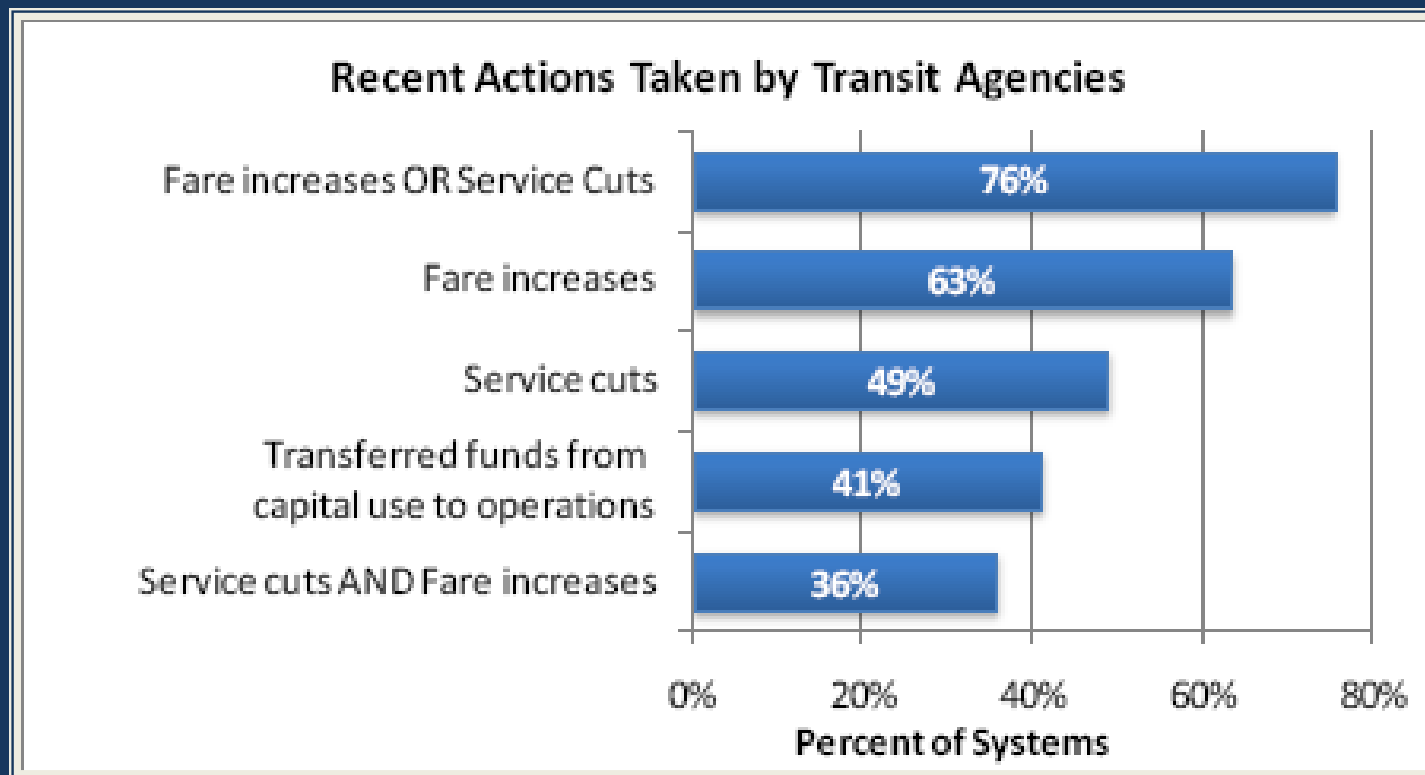
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# NATIONAL RECESSION

- 80 percent of transit agencies reported flat or decreased revenue
- Nation-wide revenue declines average 12 percent
- Tempe transit tax decline is 29 percent from high point in 2007



Source: American Public Transportation Association

# EVALUATION CRITERIA

- Individual impact & priorities - *Public surveys*
- System/route level efficiency – *preserve services with highest demand*
- Public access – *balance efficiency with access*
- Route and mode integration – *Maintain connections*
- Operating performance – *Cost-effectiveness*
- Consistency of services – *Simple navigation of services*
- Financial impact – *Actual dollars saved*
- Ridership impact – *Estimate of lost boardings*